

County File Number: **ED12-041**

SCH Number:

County General Services
Airport Rental Car Quick Turnaround (QTA)
COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

Abstract

Request by County General Services for a Rental Car Quick-Turnaround (QTA) facility on an approximate 3 acres (131,720 square foot) site at the San Luis Obispo County Regional Airport (Airport). The Proposed Project includes the development of the following:

- a 1,200 square foot accessory building for storage; towel wash and dry; employee break room and restrooms;
- four covered manual car wash bays (approximately 2,900 square feet total) with state-of-the-art wash water recovery and recycling systems;
- 98 car parking stalls, including two handicap/disabled van accessible spaces; and
- a 6,000 gallon above ground auto fuel tank with associated infrastructure (required by the rental agencies).

The Proposed Project is within a "Business District" land use category and is located on 910 Aero Drive, within the City of San Luis Obispo. The Proposed Project is in the San Luis Obispo Planning Area.

The purpose of the Proposed Project is to provide a safe and efficient Rental Car QTA facility that will serve the passenger needs of the existing and future terminal building. The need for the Proposed Project will be to clear the existing location near 965 Airport Drive, which lies on a broken concrete slab and WWII era hangar area on the east side of the Airport. In addition, the existing location would be used for future development of a new terminal building at the Airport. The new Rental Car QTA facility will reduce rental car trip distance from 800 feet to 400 feet, which would affect an average of 73 round trips per day

Comments on this document are due by August 22, 2013, and should be sent to Bill Robeson, County Department of Planning and Building, County Government Center, San Luis Obispo, CA 93408.

The following persons may be contacted for additional information concerning this document:

Bill Robeson, Supervising Planner
Co. Department of Planning & Building
County Government Center, Room 300
San Luis Obispo, CA 93408
(805) 781-5607

Richard Howell, General Manager
San Luis Obispo County Regional
Airport
905 Airport Road Suite 5
San Luis Obispo, CA 93401
(805) 781-5205

This proposed Mitigated Negative Declaration has been issued by:

7.26.2013
Date

Ellen Carroll
Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

The project proponent, who agrees to implement the mitigation measures for the project, is:

7.31.13
Date

Janette Pell
Janette Pell, General Services Director
County of San Luis Obispo



NEGATIVE DECLARATION & NOTICE OF DETERMINATION

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

Promoting the Wise Use of Land • Helping to Build Great Communities

ENVIRONMENTAL DETERMINATION NO. ED12-041

DATE: August 8 2013

PROJECT/ENTITLEMENT: County General Services –Airport Rental Car Quick Turnaround

APPLICANT NAME: County General Services

ADDRESS: County Government Center, San Luis Obispo, CA, 93408

CONTACT PERSON: Bill Robeson

Telephone: 805-781-5607

PROPOSED USES/INTENT: Request by County General Services for a Rental Car Quick-Turnaround (QTA) facility on an approximate 3 acres (131,720 square foot) site at the San Luis Obispo County Regional Airport (Airport). The Proposed Project includes the development of the following:

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- A 6,000 gallon above ground auto fuel tank with associated infrastructure (required by the rental agencies).

LOCATION: The proposed project is located on 910 Aero Drive, within the City of San Luis Obispo. The Proposed Project is in the San Luis Obispo Planning Area.

LEAD AGENCY: County of San Luis Obispo
Dept of Planning & Building
976 Osos Street, Rm. 200
San Luis Obispo, CA 93408-2040

OTHER POTENTIAL PERMITTING AGENCIES: , Cal Trans, CAL FIRE, County Environmental Health Department, County Public Works Department, Regional Water Quality Control Board and Air Pollution Control District

STATE CLEARINGHOUSE REVIEW: YES NO

ADDITIONAL INFORMATION: Additional information pertaining to this environmental Determination may be obtained by contacting the above Lead Agency address of (805)781-5600.

COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT 4:30 p.m. (August 22, 2013)

30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification

Notice of Determination

State Clearinghouse No. _____

This is to advise that the San Luis Obispo County _____ as *Lead Agency* *Responsible Agency* approved/denied the above described project on _____, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.

Bill Robeson

County of San Luis Obispo

Signature

Project Manager Name

Date

Public Agency



Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

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(ver 3.4) Using Form

Project Title & No. County General Service – Airport Rental Car Quick Turnaround ED12 -041

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

David Full, Vice President Aviation and RS&H

Prepared by (Print)	Signature	Date
<i>Steven McMaster</i>	<i>Steven McMaster</i>	
Reviewed by (Print)	Signature	Date
	Ellen Carroll, Environmental Coordinator (for)	7/31/13

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes County staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The Environmental Division uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Environmental Division, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: Request by County General Services for a Rental Car Quick-Turnaround (QTA) facility on an approximate 3 acres (131,720 square foot) site at the San Luis Obispo County Regional Airport (Airport). The Proposed Project includes the development of the following:

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The Proposed Project is within a "Business District" land use category and is located on 910 Aero Drive, within the City of San Luis Obispo. The Proposed Project is in the San Luis Obispo Planning Area.

PROJECT HISTORY: The purpose of the Proposed Project is to provide a safe and efficient Rental Car QTA facility that will serve the passenger needs of the existing and future terminal building. The need for the Proposed Project will be to clear the existing location near 965 Airport Drive, which lies on a broken concrete slab and WWII era hangar area on the east side of the Airport. In addition, the existing location would be used for future development of a new terminal building at the Airport. The new Rental Car QTA facility will reduce rental car trip distance from 800 feet to 400 feet, which would affect an average of 73 round trips per day.

ASSESSOR PARCEL NUMBER(S): 053-412-009

Latitude: 35-14'25.78" N Longitude: 120-38'26.93"W

SUPERVISORIAL DISTRICT # 3

B. EXISTING SETTING

PLANNING AREA: within City of San Luis Obispo, San Luis Obispo

LAND USE CATEGORY: Public Facilities, Public Facilities

COMBINING DESIGNATION(S): Airport Review

EXISTING USES: Vacant lot

TOPOGRAPHY: Gently sloping

VEGETATION: Grasses : wetland

PARCEL SIZE: 131,720 square feet

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Industrial; industrial uses (City of San Luis Obispo)	<i>East:</i> Industrial; vacant
<i>South:</i> Public Facilities; airport	<i>West:</i> Public Facilities; airport

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, no issues were identified as having potentially significant environmental effects (see following Initial Study).

**COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST**

1. AESTHETICS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The area surrounding the current Proposed Project site consists of Airport support facilities, and does not have any known visually sensitive resources. Long distance views of the surrounding hills have aesthetic value.

Impact.

The Proposed Project will alter visual character of the site by proposing a facility on what is currently a vacant lot.. The proposed development will include grading, drainage, and new structures.

The Proposed Project will be constructed in accordance with the Airport Area Specific Plan (AASP) and comply with specific architectural and lighting standards that are designed to reduce or eliminate off-site glare and excessive lighting such as:

- Using concealed fixtures to avoid glare and light intrusion into adjacent properties and streets; and
- Ensuring that service area lighting be contained within the service area boundaries and enclosures so that possible light "spill over" outside service areas are minimized.

Mitigation/Conclusion. The Proposed Project will have less-than-significant aesthetic impacts with the incorporation of the design measures noted above consistent with the AASP.

2. AGRICULTURAL RESOURCES

- Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Conflict with existing zoning or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Project Elements. The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Urban and Built up Land

Historic/Existing Commercial Crops: None

State Classification: Not prime farmland,]

In Agricultural Preserve? No

Under Williamson Act contract? No

Impact. The Proposed Project is located on a non-agricultural parcel with no agricultural activities occurring on the property according to the State of California Department of Conservation (Farmland Mapping and Monitoring Program GIS Database). No significant impacts to agricultural resources are anticipated.

Mitigation/Conclusion. No mitigation measures are necessary.

3. AIR QUALITY - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose any sensitive receptor to substantial air pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create or subject individuals to objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be inconsistent with the District's Clean Air Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Airport and Proposed Project site is located in an Air Pollution Control District (APCD). The APCD has developed the 2012 CEQA Air Quality Handbook to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,

3. **Efficiency-Based Threshold:** Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO₂/year (MT CO₂e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO₂e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

Impact. Project will result in the disturbance of approximately 73,478 square feet of soil and existing concrete areas. This disturbance will result in the creation of construction dust, as well as short-term vehicle emissions from construction activities. Based on Table 1-1 of the CEQA Air Quality Handbook, the Proposed Project will result in less than 10 lbs./day of pollutants, which is below the 25 lbs./day threshold warranting any mitigation. Thus, there would be a minimal reduction in the amount of vehicle miles traveled on an annual basis which would result in a minimal decrease in air pollutant emissions. The Proposed Project is consistent with the general level of development anticipated and projected in the Clean Air Plan.

The project includes a gasoline storage and dispensing facility, and will replace the existing storage and dispensing facility. Hertz, the rental car concessionaire at the Airport, holds a permit for gasoline storage and dispensing under APCD. The new facility has the potential to be a source of air pollutants. Requirements of the APCD permit for the new storage and dispensing facility will address operations and potential emissions from this facility.

The Proposed Project has serpentine soils and any disturbance of these soils, has the potential to cause asbestos exposure. This project is a rental car facility that will be a replacement for the existing rental car facility at the San Luis Obispo County Airport. Using the GHG threshold information described in the Setting section, and considering the fact that the project is the replacement of an existing facility, the project is expected to generate less than the Bright-Line Threshold of 1,150 metric tons of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required. Because this project's emissions fall under the threshold, no mitigation is required.

Mitigation/Conclusion. Measures have been identified that will reduce potential air quality impacts to air quality impacts. These include measures related to: dust control during construction, testing for serpentinitic soils, and appropriate equipment and emission controls related to the fuel storage and dispensing facility. These measures are further detailed in Exhibit B. Implementation of these measures will reduce the impacts to a level of insignificance.

4. BIOLOGICAL RESOURCES - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The following are existing elements on or near the Proposed Project relating to potential biological concerns:

On-site Vegetation: non-native grassland; wetland

Name and distance from blue line creek(s): closest blue line creek is the San Luis Obispo Creek which is 2.16 mile to the west

Habitat(s): Wetlands non-native grassland

Site's tree canopy coverage: no trees on site

The Proposed Project site has been previously disturbed and does not contain significant forms of vegetation aside from non-native grassland. Due to the proximity to other Airport support facilities, the potential for significant wildlife habitat is low.

The Natural Diversity Database identified the following species potentially existing within approximately one mile of the Proposed Project: Cambria morning glory (*Calystegia subacaulis* ssp. *episcopalis*), Congdon's tarplant (*Centromadia parry* ssp. *congdonii*), Hoover's button-celery (*Eryngium aristulatum* var *hooveri*), Wells's manzanita (*Arctostaphylos wellsii*), Vernal pool fairy shrimp (*Branchinecta lynchi*), and California red-legged frog (*Rana aurora draytonii*).

The nearest jurisdictional wetland is located off-Airport approximately 1,500 feet northeast of the

Proposed Project. However, there are delineated wetlands approximately 100 feet to the northeast of the disturbed area for the Proposed Project. However, there would be no disturbance to wetlands as result of construction. With the installation of storm drains surrounding the rental car QTA facility, any additional runoff would not affect this delineated wetland; thus, there would be no affect any wetlands.

Impact. The Proposed Project will not directly affect any sensitive biological resources or habitats. . Runoff from the Proposed Project will be directed to the west and south via additional drainage infrastructure, and would not directly affect any wetlands to the northeast of the existing site. Disturbance of the site during construction could result in stormwater and associated sediment affecting the on-site wetlands. Application of sedimentation and erosion control measures would reduce this impact.

Mitigation/Conclusion. Construction plans shall demonstrate all drainage from the project directed away from the wetlands, and construction limits including 100 ft. setback shall be staked and fence during construction. Application of sedimentation and erosion control measures would reduce related impacts. No additional mitigation is warranted.

5. CULTURAL RESOURCES -
Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb pre-historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is located in an area historically occupied by the Northern Chumash. No historic structures are present and no paleontological resources are known to exist in the area.

Impact. A records search was conducted for the San Luis Obispo Master Plan Update Environmental Assessment / Environmental Impact Report in July, 2006. As a result of that Report, no evidence of cultural materials was noted on the property. Impacts to historical or paleontological resources are not expected.

Mitigation. While no impacts to cultural resources is anticipated, a measure to address unanticipated discoveries is appropriate. The following measure should be included on grading plans:

In the event archeological resources are unearthed or discovered during any construction activities, the following standards apply:

- Construction activities shall cease in the area (within 25 feet) of the discovery, and the Environmental Coordinator shall be notified.
- Project personnel should not collect or move any archaeological materials.
- The extent and location of discovered materials shall be recorded by a qualified archaeologist, and disposition of artifacts shall be accomplished in accordance with state and federal law as required by the Environmental Coordinator.
- In the event archeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the County Coroner shall be notified in addition to the Environmental Coordinator so proper disposition may be accomplished.

Upon completion of the assessment and (if warranted) treatment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for additional study, as necessary. The report shall be submitted to the County and the Central Coast Information Center (CCIC).

This measure would reduce the impact of any unanticipated find to a less-than-significant-level.

6. GEOLOGY AND SOILS - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone"?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Change rates of soil absorption, or amount or direction of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Include structures located on expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Involve activities within the 100-year flood zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Preclude the future extraction of valuable mineral resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

GEOLOGY - The following relates to the project's geologic aspects or conditions:

Topography: Gently sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: High

Liquefaction Potential: Low

Nearby potentially active faults?: Yes Distance? Adjacent

Area known to contain serpentine or ultramafic rock or soils?: Potentially

Shrink/Swell potential of soil: Low to high

Other notable geologic features? None

DRAINAGE – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? No

Closest creek? Unknown (not blue line) Distance? Approximately 1,400 feet

Soil drainage characteristics: Well drained

SEDIMENTATION AND EROSION – Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the below. As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

The soil type(s) on the subject property include:

Cropley clay, (2 to 9 percent slopes): This gently sloping clay is considered moderately well drained. The soil has moderate erodibility and is considered a Class III without irrigation and a Class II when irrigated.

Salinas silty clay loam, (0 to 2 percent slopes): This gently sloping clay is considered well drained. The soil has high erodibility and is considered Class III without irrigation, and a Class I when irrigated.

Soil erodibility: Moderate to high

When highly erosive conditions exist, a sediment and erosions control plan should be prepared to address both possible temporary and long-term sedimentation and erosion impacts resulting from the Proposed Project. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact. The Proposed Project will result in the disturbance of approximately 73,478 square feet of soil, including cropley clay and salinas silty clay loam. The contractor will be responsible for implementing the County's SWPPP and the erosion control plan included in the final design plans. Runoff from the QTA facility will be filtered for sediment, oil, and grease in addition to being processed through recycling treatment. The slope bank on the northern edge of the Proposed Project site is and will continue to be landscaped to prevent any type of possible erosion.

Mitigation/Conclusion. The preparation and implementation of a SWPPP and sedimentation and erosion control plan will adequately mitigate any potential erosion and stormwater impacts.

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Interfere with an emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Proposed Project site is not located in an area of known hazardous material contamination. The Proposed Project will include the installation of a 12,000 gallon above ground auto fuel tank. The handling and transportation of this fuel tank will follow applicable state and federal regulations. The Proposed Project site is not within a high severity risk area for fire.

Impact. The Proposed Project does not include the use of hazardous materials, present a significant fire safety risk, and conflict with any regional evacuation plan. The Proposed Project use is allowed by the Airport Land Use Plan (ALUP) and Land Use Ordinance, and will not result in a safety risk for existing flight operations. While the presence of and operation of the fuel storage and dispensing operations would involve hazardous and flammable material, future design and operation of the fuel storage and dispenser facility will follow applicable state and federal regulations.

Mitigation/Conclusion. Impacts as a result of the storage of dispensing of hazardous and flammable material (fuel) is adequately addressed by federal, state or local standards and regulation, no additional mitigation measures are necessary.

8. NOISE - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate increases in the ambient noise levels for adjoining areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

8. NOISE - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) Expose people to severe noise or vibration?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Proposed Project site is located within close proximity of loud noise sources (as identified in the Noise Element) – County Airport, but will not conflict with any sensitive noise receptors (e.g., residences). The Proposed Project is a commercial support facility to County Airport operation and is not considered a sensitive noise receptor. Based on the projected future noise generation from known stationary and vehicle-generated noise sources, the Proposed Project is within an acceptable threshold area (see Table 3-1, *maximum allowable noise exposure-transportation noise sources*, and Table 3-2, *maximum allowable noise exposure-stationary noise sources*, of the Noise Element). The Proposed Project is within the Airport Review designation which is subject to aircraft noise. However, no future development that would affect existing noise levels is anticipated in the Proposed Project site.

Impact. The new facility will serve the same number and types of vehicles as the existing facility. The Proposed Project, like the existing one, will generate approximately the same noise from its wash bay facility and have the same number of vehicle movements. Therefore, the additional movement associated with the wash bay facility and vehicular movement is not expected to generate loud noises, nor conflict with the surrounding uses.

Mitigation/Conclusion. No significant noise impacts are anticipated, and no mitigation measures are necessary.

9. POPULATION/HOUSING - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace existing housing or people, requiring construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create the need for substantial new housing in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Use substantial amount of fuel or energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. RECREATION - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The County's Parks and Recreation Element does not show that a trail is or will be constructed through the Proposed Project site. The Proposed Project is not in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

Impact. The Proposed Project will not create a significant need for additional park, Natural Area, and/or recreational resources.

Mitigation/Conclusion. No significant recreation impacts are anticipated, and no mitigation measures are necessary.

12. TRANSPORTATION/ CIRCULATION - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Levels of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The County has established the acceptable Level of Service (LOS) on roads for this urban area as “D” or better. The existing road network in the area including the project’s access street(s) Airport Drive and Aero Drive are operating at or above acceptable levels. Based on existing road speeds and configuration from the City of San Luis Obispo (vertical and horizontal road curves), sight distance is considered acceptable.

Impact. The Proposed Project will not generate any new vehicle because the Proposed Project is a replacement for an existing use at the Airport. Therefore, there would be no change in the number of vehicle trips at the Airport

Mitigation/Conclusion. No significant traffic impacts were identified, and no mitigation measures above what are already required by ordinance are necessary.

13. WASTEWATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Regulations and guidelines on proper wastewater system design and criteria are found within the County’s Plumbing Code (hereafter CPC; see Chapter 7 of the Building and Construction Ordinance Title 19), the “Water Quality Control Plan, Central Coast Basin” (Regional Water Quality Control Board [RWQCB] hereafter referred to as the “Basin Plan”), and the California Plumbing Code. The Proposed Project site is currently accessible to a built-out, wastewater community system which is operating with no identified problems or limitations.

Impacts/Mitigation. The new QTA facility would use a state-of-the-art reclaiming and recycling water system that would prevent and/or minimize project-induced water quality or wastewater impacts. No improvements are anticipated since the Proposed Project will drain into the Airport’s existing wastewater system. In the event a replacement wastewater structure is needed, the applicant will need to demonstrate compliance with the County Plumbing Code/ Central Coast Basin Plan. Therefore, based on the Proposed Project being able to comply with these regulations, potential groundwater quality impacts are considered less than significant.

14. WATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

14. WATER - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Change the quantity or movement of available surface or ground water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Adversely affect community water service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Proposed Project includes the use of a 10 inch municipal line in Airport Drive which carries water from the City of San Luis Obispo. The City of San Luis Obispo has adopted a multi-source water supply strategy and obtains water from the following sources: Salinas Reservoir (Santa Margarita Lake), Whale Rock Reservoir, Nacimiento Reservoir, ground water, and recycled water.

The topography of the Proposed Project site is gently sloping. The closest blue line creek from the proposed development is approximately 2.16 miles away. As described in the NRCS Soil Survey, the soil surface is considered to have moderate to high erodibility.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. The SWPPP would also include mitigation for possible spills resulting from the gas dispenser. When work is done in the rainy season, the County should require that temporary sedimentation and erosion control measures be installed during the rainy season.

Impact. Regarding surface water quality, the Proposed Project will result in the disturbance of approximately 73,478 square feet for grading and the development of the Rental Car QTA Facility. Additional drainage and piping will be directed to the existing 10 inch municipal storm water line in Airport Drive to prevent possible sedimentation or erosion of existing soils.

The construction and operation of the facility presents the potential for impacts to surface water through the contribution of storm water containing pollutants from the parking areas and other impervious surfaces.

Mitigation/Conclusion. The contractor will follow all applicable Low Impact Design (LID) measures, referenced in California Green Building Standards Code 2010. The Engineering Standards approved by the City of San Luis Obispo on January 2010 have been determined necessary, and standard drainage and erosion control measures will be required for the Proposed Project and will provide sufficient measures to adequately protect surface water quality. These measures are outlined in Exhibit B..

15. LAND USE - Will the project:

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [county land use element and ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impact. Surrounding uses are identified in Section “B” of the Initial Study. The Proposed Project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use. (e.g., , Local Coastal Plan (CZLUO), etc.). The Airport Area Specific Plan (AASP) ensures that development on the Airport meets the City’s future objectives and provides a balance of opportunities for new development with other equally important community goals. The land use program of the AASP allows for the development of 1073 acres of property with a mixture of Services and Manufacturing, Business Park, and Government Facilities. The site for the Proposed Project currently exists on land designated for Government/Public use. According to the policies outlined in the AASP, The Proposed Project was found to be consistent with the intended land use designated for the Proposed site (refer also to Exhibit A on the reference document used).

The Proposed Project is not within or adjacent to a Habitat Conservation Plan area. The Proposed Project is consistent or compatible with the surrounding uses as summarized in Section “B” of this Initial Study.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE - Will the project:

Potentially Significant

Impact can & will be mitigated

Insignificant Impact

Not Applicable

a) *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

b) *Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effect of probable future projects)*

c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

For further information on CEQA or the county's environmental review process, please visit the County's web site at "www.sloplanning.org" under "Environmental Information", or the California Environmental Resources Evaluation System at: http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

The County Planning or Environmental Divisions have contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input type="checkbox"/>	County Public Works Department	Not Applicable
<input type="checkbox"/>	County Environmental Health Division	Not Applicable
<input type="checkbox"/>	County Agricultural Commissioner's Office	Not Applicable
<input checked="" type="checkbox"/>	County Airport Manager	Applicant
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input type="checkbox"/>	Air Pollution Control District	Not Applicable
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input type="checkbox"/>	Regional Water Quality Control Board	Not Applicable
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input type="checkbox"/>	CA Department of Fish and Game	Not Applicable
<input type="checkbox"/>	CA Department of Forestry (Cal Fire)	Not Applicable
<input type="checkbox"/>	CA Department of Transportation	Not Applicable
<input type="checkbox"/>	Community Service District	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable

*** "No comment" or "No concerns"-type responses are usually not attached*

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

Project File for the Subject Application

County documents

- Airport Land Use Plans
- Annual Resource Summary Report
- Building and Construction Ordinance
- Coastal Policies
- Framework for Planning (Coastal/Inland)
- General Plan (Inland/Coastal), including all maps & elements; more pertinent elements considered include:
 - Agriculture Element
 - Conservation & Open Space Element (includes Energy, Conservation)
 - Housing Element
 - Noise Element
 - Parks & Recreation Element
 - Safety Element
- Land Use Ordinance
- Real Property Division Ordinance
- Solid Waste Management Plan
- Circulation Study
- Area Plan and Update EIR

Other documents

- Archaeological Resources Map
- Area of Critical Concerns Map
- Areas of Special Biological Importance Map
- California Natural Species Diversity Database
- Clean Air Plan
- Fire Hazard Severity Map
- Flood Hazard Maps
- Natural Resources Conservation Service Soil Survey for SLO County
- Uniform Fire Code
- Water Quality Control Plan (Central Coast Basin – Region 3)
- GIS mapping layers - Farmland
- Other

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study (in alphabetical order):

Airport Land Use Plan for the Sonoma County Regional Airport, *December 1973*

Airport Area Specific Plan, August 2005

CEQA Air Quality Handbook, *December 2009*

City of San Luis Obispo – Engineering Standards, *January 2010*

City of San Luis Obispo – Figure 9: Scenic Roadways and Vistas

City of San Luis Obispo General Plan, Land Use Map Element, *March 2010*

City of San Luis Obispo Zoning Map, *March 2010*

Combined Stormdrain Detention Facility Memorandum, *January 2008 (Attachment 1)*

Custom Soil Resource Report for San Luis Obispo County, California, Coastal Part, *January 2012 (Attachment 2)*

Farmland Mapping and Monitoring Program GIS Database, *2008*

San Luis Obispo County Regional Airport Master Plan Final EA/EIR, *July 2006*

San Luis Obispo County Regional Airport Rental Car Facilities #300015 Site Plan, *May 2011 (Attachment 3)*

San Luis Obispo County Code – Title 22, Land Use Ordinance, *June 2010*

Waldsmith Parcel Map Negative Declaration and Notice of Determination, *March 2011*

Exhibit B – Mitigation Summary Table

Aesthetics

- AE-1 Pedestrian pathways shall use light standards that limit the splay of light. Fixtures shall be mounted as low as possible but shall be no higher than 12 feet tall.
- AE-2 On-site lighting shall complement and enhance architecture, building identity and site design. Fixtures shall be concealed to avoid glare and light intrusion into adjacent properties and streets.
- AE-3 Service area lighting shall be contained within the service area boundaries and enclosure walls. Light “spill over” outside service areas shall be minimized.
- AE-4 To maintain a pedestrian scale and reduce ambient light levels, streetlights shall not exceed 20 feet.
- AE-5 Color-balanced lights that do not cast a tinted light shall be specified.
- AE-6 Light fixtures shall be cut-off type fixtures that focus light down toward the ground and shield the light source from surrounding areas not intended to be illuminated.
- AE-7 Luminaire height should be uniform over the parking lot and not exceed 20 feet.

Air Quality

- AQ-1 The following notes shall be shown on grading and building plans. In addition, the contractor shall designate a person or persons to monitor the dust control program and order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name of the persons involved shall be provided to the APCD prior to site disturbance.
 - a. Reduce the amount of disturbed area where possible.
 - b. Use water tricks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
 - c. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, just netting, or other methods approved in advance by the APCD.

Prior to commencement of construction activities, the applicant shall notify the APCD, by letter, that the above air quality mitigation measures have been applied.

- AQ-2 “Natural-occurring asbestos” has been identified by the State Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common in the state and may contain naturally occurring asbestos. Under the State Air Resources Board Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to construction permit issuance, a geological investigation will be prepared and then submitted to the County to determine the presence of naturally occurring asbestos. If naturally occurring asbestos is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM before grading begins. These requirements may include, but are not limited to, 1) preparation of an

“Asbestos Dust Mitigation Plan,” which must be approved by the APCD before grading begins; 2) an “Asbestos Health and Safety Program,” as determined necessary by APCD. (For any questions regarding these requirements, contact Karen Brooks (APCD) at (805) 781-5912 or go to <http://www.slcleanair.org/business/asbestos.asp>) Prior to final inspection or occupancy, whichever occurs first, when naturally-occurring asbestos is encountered, the applicant shall provide verification from APCD that the above measures have been incorporated into the project.

Biological Resources

BR-1 Construction plans shall demonstrate all drainage from the project directed away from the wetlands, and including construction fencing at a 100 ft. (minum) setback from the wetlands

Cultural Resources

CR-1 In the event archeological resources are unearthed or discovered during any construction activities, the following standards apply:

- Construction activities shall cease in the area (within 25 feet) of the discovery, and the Environmental Coordinator shall be notified.
- Project personnel should not collect or move any archaeological materials.
- The extent and location of discovered materials shall be recorded by a qualified archaeologist, and disposition of artifacts shall be accomplished in accordance with state and federal law as required by the Environmental Coordinator.
- In the event archeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the County Coroner shall be notified in addition to the Environmental Coordinator so proper disposition may be accomplished.

Upon completion of the assessment and (if warranted) treatment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for additional study, as necessary. The report shall be submitted to the County and the Central Coast Information Center (CCIC).

Geology & Soils

ER-1 **Erosion and Sedimentation Control – Avoid Rainy Season.** If possible, Construction activities shall be limited to the dry season (April 15 through October 15). If construction activities cannot take place only during the dry season, implementation of the approved Erosion and Sedimentation Control Plan is required.

ER-2 **Erosion and Sedimentation Control Plan – Soil Protection During Construction.** Prior to issuance of construction and/or grading permits, the Applicant shall prepare and implement a sedimentation and erosion control plan consistent with LUO Sec. 22.52.120, which identifies how disturbed soils will be stabilized to prevent wind and water erosion during construction and immediately after construction until the revegetation activities are begun. The plan shall include temporary best management practices (BMPs) to be installed during the rainy season that may include, but are not limited to, use of mulch, soil stabilizers, or other recognized surface stabilization measures [all compatible with project area sensitive species]. The plan shall include

standard provisions for dust control by water truck (LUO Sec. 22.52.160 - Construction Procedures) or periodic application of soil stabilizers during construction.

ER-3 Stormwater Pollution Prevention Plan (SWPPP). Prior to construction, the Applicant shall provide evidence that a stormwater pollution prevention plan has been prepared meeting RWQCB standards. This Plan shall be retained on site during construction.

ER-4 Storm Water Retention-Biofiltration System. To reduce storm water runoff, allow for infiltration, reduce pollutants and minimize degradation of storm water quality from development, parking lots and other paved surfaces, the Applicant shall construct a permanent biofiltration system to treat storm water runoff from the site or provide for equivalent stormwater disposal or treatment consistent with the County Stormwater Program. Biofiltration (if used) includes vegetated swales, channels, buffer strips, retention, rain gardens, and shall be designed in accordance with the California Storm Water BMP Handbook for New Development and Redevelopment (California Storm Water Quality Association) or other approved method. The biofiltration system shall be designed by a registered civil engineer specializing in water quality or other qualified professional to ensure that the filtration properties and the plants selected are adequate to reduce concentrations of pollutants. Where feasible, local plants sources (i.e., collected from the watershed or propagated from cuttings or seed collected from the watershed) shall be used in the biofiltration system. Invasive plants shall not be used.

Hazards

- HZ-1 Construction plans shall reflect all siting and design requirements as a result of Federal, State, local or NPDES requirements or recommendations related to the fuel storage and dispenser.**
- HZ-2 Installation and operation of the fuel storage and dispenser facility shall meet all Federal, State, local or NPDES requirements or recommendations related to safety, operations and maintenance and all Federal, State, or local permits shall be obtained prior to installation and operation.**

Water

- WA-1 The applicant shall show on the construction plans, all applicable Low Impact Design (LID) measures, referenced in California Green Building Standards Code 2010.runoff These measures may include:**
- o Rain gardens;**
 - o Porous paving system;**
 - o Vegetative swales;**
 - o Pavement disconnection**